Amendments to the Claims

1.-11. (Canceled)

12. (New) A method for reducing combustion related deposits in a diesel engine, the method comprising:

introducing into a combustion chamber of the diesel engine a fuel blend comprising (a) a standard diesel fuel composition comprising less than 1 w/w% Fischer-Tropsch derived gas oil, and (b) an amount of about 5 w/w% or more of Fischer-Tropsch derived gas oil comprising 95% w/w or greater components having boiling points of from about 150 to about 400°C;

wherein, under a given set of conditions, the diesel engine running on the standard diesel fuel composition produces a first quantity of engine fouling and the diesel engine running on the fuel blend produces a reduced quantity of engine fouling.

13. (New) The method of claim 12 wherein the reduced quantity of engine fouling is at least about 5% less than the first quantity of engine fouling.

14. (New) The method of claim 12 wherein the reduced quantity of engine fouling is at least about 8% less than the first quantity of engine fouling.

15. (New) The method of claim 12 wherein the reduced quantity of engine fouling is at least about 10% less than the first quantity of engine fouling.

16. (New) The method of claim 12 wherein the reduced quantiity of engine fouling is at least about 20% less than the first quantity of engine fouling.

17. (New) The method of claim 12 wherein burning the standard diesel fuel composition in the diesel engine produces a higher fouling index than burning the fuel blend in the diesel engine.

18. (New) The method of claim 12 comprising providing the fuel blend with a quantity of detergent effective to produce a further reduced quantity of engine fouling.

19. (New) The method of claim 12 wherein the fuel blend comprises about 10% w/w or more of the Fischer-Tropsch derived gas oil.

20. (New) The method of claim 12 wherein the fuel blend comprises about 30% w/w or more of the Fischer-Tropsch derived gas oil.

21. (New) The method of claim 12 wherein 95% w/w or greater of components of the 5 w/w% or more of Fischer-Tropsch derived gas oil have boiling points of from about 170 to about 370°C.

22. (New) The method of claim 12 wherein the 5 w/w% or more of Fischer-Tropsch derived gas oil has a 90% w/w distillation temperature of from 300 to 370 °C.

23. (New) The method of claim 12 wherein the 5 w/w% or more of Fischer-Tropsch derived gas oil has a density of from 0.76 to 0.79 g/cm^3 at 15 °C.

24. (New) A method for removing combustion related deposits in a diesel engine, the method comprising:

running a diesel engine under given conditions using a standard diesel fuel composition comprising less than 1 w/w% Fischer-Tropsch derived gas oil, producing engine fouling comprising a quantity of combustion related deposits;

running the diesel engine under removal conditions using a fuel blend comprising an amount of the Fischer-Tropsch derived gas oil sufficient to reduce the quantity of combustion related deposits, the Fischer-Tropsch derived gas oil comprising 95% w/w or greater components having boiling points of from about 150 to about 400°C.

25. (New) The method of claim 24 wherein the amount of the Fischer-Tropsch derived gas oil is about 5 w/w% or more of the fuel blend.

26. (New) The method of claim 25 wherein running the diesel engine under the removal conditions using the fuel blend is effective to remove 5% or more of the quantity of combustion related deposits.

27. (New) The method of claim 24 wherein running the diesel engine under the removal conditions using the fuel blend is effective to remove 10% or more of the quantity of combustion related deposits.

28. (New) The method of claim 24 wherein running the diesel engine under the removal conditions using the fuel blend is effective to remove 15% or more of the quantity of combustion related deposits.

29. (New) The method of claim 24 wherein running the diesel engine using the standard diesel fuel produces a higher fouling index than running the diesel engine using the fuel blend.

30. (New) The method of claim 24 comprising providing the fuel blend with one or more detergent effective to further reduce the quantity of combustion related deposits.

31. (New) The method of claim 24 wherein the fuel blend comprises about 10% w/w or more of the Fischer-Tropsch derived gas oil.

32. (New) The method of claim 24 wherein the fuel blend comprises about 30% w/w or more of the Fischer-Tropsch derived gas oil.

33. (New) The method of claim 25 wherein the 5 w/w% or more Fischer-Tropsch derived gas oil comprises 95% w/w or greater of components having boiling points of from about 170 to about 370°C.

34. (New) The method of claim 25 wherein the 5 w/w% Fischer-Tropsch derived gas oil has a 90% w/w distillation temperature of from 300 to 370 °C.

35. (New) The method of claim 25 wherein the 5 w/w% Fischer-Tropsch derived gas oil has a density of from 0.76 to 0.79 g/cm^3 at 15 °C.

36. (New) A diesel fuel composition for an internal combustion engine of the compression ignition type comprising a fuel blend comprises 10% w/w or more of Fischer-Tropsch derived gas oil comprising 95% w/w or greater components having boiling points of from about 150 to about 400°C.

37. (New) The diesel fuel composition of claim 36 wherein the 10 w/w% or more of Fischer-Tropsch derived gas oil has a 90% w/w distillation temperature of from 300 to 370 °C.

38. (New) The diesel fuel composition of claim 36 comprising at least 30% w/w or more of the Fischer-Tropsch derived gas oil.

39. (New) The diesel fuel composition of claim 36 comprising at least 50% w/w or more of the Fischer-Tropsch derived gas oil.

40. (New) The diesel fuel composition of claim 36 comprising at least 70% w/w or more of the Fischer-Tropsch derived gas oil.

41. (New) The diesel fuel composition of claim 36 comprising 100% w/w of the Fischer-Tropsch derived gas oil.

42. (New) The diesel fuel composition of claim 36 further comprising a quantity of detergent.